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## Avion 1985-07-03

Embry-Riddle Aeronautical University

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An Award-Winning College Newspaper

Volume 30, Issue 4

Embry-Riddle Aeronautical University, Daytona Beach, Florida

July 3, 1985

# ERAU alcohol regulations unchanged

By Patrick McCarthy

The July 1 increase in Florida's legal drinking age to 21 will not drastically affect the University's alcohol use guidelines, according to Dean of Students Robert Rockett.

According to Rockett, the only real change will be in the age of those allowed to purchase, possess, or consume alcoholic beverages. "The same regulations, now governing use of alcohol will be in effect," said Rockett. "Organizations serving alcohol on campus will be responsible for checking the I.D.'s of those they serve, which is not a change," Rockett added. University policy currently per-

mits sale and consumption of alcohol (beer and wine) only at sanctioned campus events or in designated areas. Any club or organization wishing to sell alcohol must obtain a one-day license, a clause that conforms with state law. Non-alcoholic beverages and snack foods must be available as an alternative for those not wishing to drink alcoholic beverages. Rockett said this is to "prevent alcohol consumption from becoming a primary activity of an event."

Any event where alcohol is served must be scheduled through the Student Activities office, and must be sponsored by a chartered campus organization.

The new Florida law requires a person to be 21 years of age in order to legally buy or drink alcohol. An individual must have turned 19 on or before June 30, 1985 to be included in the law's "grandfather clause," which allows those under 21 to drink legally.

The Florida Legislature enacted the increase as an attempt to decrease the number of alcohol-related traffic fatalities among young adults.

"The student will be responsible for his or her own behavior... we don't want to restrict the freedom to choose of those that are of legal age," explained Rockett. "It is an individual's

choice to drink or not to drink," said Rockett, "it's not the University's job to make up unenforceable rules and regulations."

"If a student wants to drink,

sibly when it comes to alcohol use," added Rockett.

According to Rockett, the University "will hold the students responsible for their actions... as we have in the past." The Univer-

sity and behaving themselves," he said.

Rockett explained the new law would not lead to the complete elimination of alcohol from campus. "As long as the students act responsibly, we have no problem with allowing alcohol on campus," Rockett explained. "Some universities have gone completely 'dry' when faced with the same situation of an increased drinking age," added Rockett.

"But we don't want to anticipate [and thereby create] problems... we would rather control them," he commented. The Dean continued, "the best rules are the ones people accept voluntarily."

**"We want to encourage students to act responsibly when it comes to alcohol abuse."**

—Dean Robert Rockett

we can't stop him, and we don't want to try," said Rockett. "That would be too difficult to enforce. What we want to do is encourage students to act respon-

sibly will go after the "deviates" those drinkers that are "acting like idiots," explained Rockett. "We don't want to hassle those that are having a good

## Students assist airport planning

Management students help develop new airport master plan

By Rob Dixon  
Avion Staff Reporter

Several Embry-Riddle students recently had a unique opportunity to provide input to a "real-life" management situation.

A new management class, MS412, Airport Planning and Design, was offered Summer A. Taught by John Gannon, the class was developed with the cooperation of the Daytona Beach Regional Airport.

The objective of the class was to help provide research and input on several topics pertinent to the development of a new airport Master Plan.

The airport is in the process of updating its Master Plan for the next five years. The last Master Plan was updated in 1979. Post Markwick and Mitchell, Inc., a nationally known airport consultant, will do the actual Master Plan.

The 24 students in the management class were instructed to assist and support the consultants. The group's prime function was to inventory certain

regarding the airport and the flying public. The tasks were assigned to groups of two and three. Demographics and socioeconomic indicators, airport



Students Timothy Weegar (above), Bob O'Neill (right), and professor John Gannon presented synopses to county airport officials.

The groups were to study their management, airport property, and noise abatement procedures, among others, highlighted the different tasks to be performed. The groups were to study their respective tasks and present oral reports for grading. At the end of six weeks a written report was

presented to Mr. Gannon. Gannon and Larry Di Kusso, the class coordinator, combined all the reports and submitted them to the consultants.

A formal presentation was given to various officials of the university, airport, county and consulting firm. Brief synopses



were given by the groups highlighting their findings. Dr. Thomas Kelly, Volusia County Manager, praised the work that was accomplished and said, "We have a unique relationship between Embry-Riddle and the Daytona Area and it is a good relationship." John Gannon stated, "I was asked whether

students could be expected to do this type of important work on a deadline. Well, we did, and I think everyone did an exceptional job."

The 200 page final report recommends additional studies in some areas. Among them an ANCLUC, or Airport Noise Control Land Use Compatibility Study should be undertaken. An up-to-date survey of passengers utilizing the airport facility and an increase in hangar space are also recommendations of the study.



Ricky Rudd will try to spoil Elliott's plans for a Daytona win.

## Bill Elliott driver to beat 'Firecracker 400' set for Thursday

By Doug Lando

Bill Elliott is the man to beat at Daytona on July 4, 1985—at least that's what most everyone around town is saying. The Firecracker 400 is the final race of the Daytona Triple. No one has ever won the Daytona Triple (7-Eleven Twin qualifying race,

the 500 and the 400). Many drivers have won two out of three, but if Elliott wins the 400, he will be the first to have taken all three in the same year.

Bill Elliott's chances of winning the Firecracker 400 this year are as good as they will ever be.

See ELLIOTT, page 6

## Court renovation costs questioned

By Brian F. Finnegan  
Avion Staff Reporter

Plans to remodel a racquetball court into a student meeting room came to a halt recently while Student Government Association Representatives research outside contractors for competitive bids. Originally scheduled to be completed by ERAU Physical Plant employees, the renovations to the unused racquetball court are too expensive, according to SGA representative Leo Vane.

"I believe we can get the work done for half the cost estimated by the Physical Plant," said Vane. Recently appointed chairman of an investigative committee, Vane is currently involved in determining the required specifications of the proposed meeting room for fraternity, club and organization gatherings.

The racquetball court renovation concept was first aired during the previous SGA administration and the contact person was representative Arlen Bowen.

SGA Vice President Jeff Kohlman presented the issue for discussion during the Summer A session and the previously approved work order request was

distributed. The matter was tabled until the next meeting.

Between the two meetings Vane investigated the possibility of outside contractors performing the work and found what he felt were excessive discrepancies between the \$1181 Physical Plant estimate and the outside quotes he received. When asked to itemize the renovation costs, the Physical Plant did so, but also returned with a higher estimate of \$1450. Although the increase was anticipated by Vane because a more accurate labor estimate was utilized, he felt even more research needed to be done.

Aside from the cost of construction, Vane says the time to completion would be much less with an outside contractor. "Once the specifications are drawn and submitted, and the chain of command is utilized, a private contractor would probably be able to complete the work within one week, max. If we go with the Physical Plant, because of their current workload, the renovations would not be completed until just prior to the Fall term if we approved the funds today. In actuality, it would probably take the Physical Plant two months to schedule the work and complete it."

## Mid-air collision numbers found to be insignificant

Aircraft Owners and Pilot Association

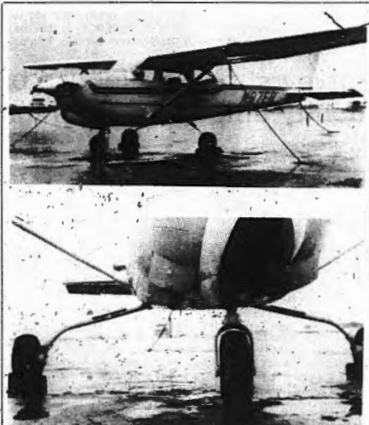
FREDERICK, MD — There are so few actual mid-air collisions that their number is statistically insignificant. Aircraft Owners and Pilot Association (AOPA) President John L. Baker recently told a Congressional hearing.

Testifying before the House Investigations and Oversight Subcommittee regarding near mid-air collisions, Baker said, "While we agree that one mid-air collision is one too many, the fact that mid-air collisions occur so infrequently demonstrates that the United States has the safest airspace system in the world."

Continued Baker, "With the more than 60 million flights made each year, there is still less than one reported near mid-air collision per 100,000 flights. Since 1938, there have been only eight actual mid-air collisions between general aviation and major air carriers in which fatalities resulted to persons aboard the airliners."

General aviation, Baker told the subcommittee, flies more than 200,000 aircraft and approximately 35 million hours a year. "Given that general aviation is 98 percent of all civil aircraft, it should come as no surprise that it is involved in about 90 percent of the reported near mid-air collisions," said the AOPA president. "Yet, the greatest real decrease in near mid-air collisions has occurred in general aviation."

Baker cited increased pilot vigilance and awareness, improved cockpit visibility design, and improved training techniques as contributing to the decrease in general aviation's reported near mid-air collisions. "Via safety brochures and films developed by the AOPA Air Safety Foundation and articles in the AOPA Pilot and Newsletter, we continually conveyed our members the importance of vigilant see-and-avoid—visual separation," Baker told the congressmen. "This is a requirement for aircraft operating under visual flight rules (VFR) as well as aircraft operating under instrument flight rules (IFR)."



Cutlass on the line...

The Flight department's new Cessna Cutlass RG was recently delivered to Daytona Beach by instructor Roger Kenney

## Editorial

## Beach 'highway' should remain a public utility

Why do you go to the beach?

Is it the girls? The sun and surf? Or is it because you can drive your car on the hard-packed sands?

If you were like the majority of the tourists that come to Daytona Beach, it would probably be due to the latter.

In fact, the major reason most tourists come to Daytona is to take advantage of the unique allure of driving on the beach. However, it appears the Florida Supreme Court and the local governments could make beach driving a thing of the past.

A recent Florida Supreme Court ruling would make cities liable for injuries suffered in beachfront traffic accidents.

Such a ruling will probably make cities very wary of allowing anyone to drive on their beaches. Since the city government is liable, they will try to reduce their risks by totally banning beach driving. At best, most cities will probably ban night driving on their beaches, and impose restrictions against daytime driving as well.

Such restrictions will attempt to eliminate one of the few remaining simple joys that can be derived from the beach. This should not be allowed to occur.

The beach is registered as an official state "highway," which would put it in a classification with other roadways in Florida. If it is allowed to remain a "highway," isn't it possible to maintain a degree of control over the vehicles using it, just like any state roadway?

It wouldn't take much to keep vehicular traffic within a narrow driving lane, leaving the majority of the beach to the pedestrians, frisbee throwers, sunbathers, and concessionaires. If the police and beachmasters continue their frequent and effective patrols on the beach, it should be possible to keep vehicular problems to a minimum.

A complete ban would only serve to congest off-beach parking, which is already limited. Attempts to obtain more parking areas near the beach will be very expensive, as beachfront property is some of the highest-priced real estate in Florida. It would not be possible to obtain sufficient amounts of parking to handle Spring Break, Race Week, or holiday crowds, regardless of the price. Off-beach parking is not a plausible solution.

If increasing numbers of bad drivers become a problem, stiff fines and penalties could be assessed, their monies being channeled into a beach upkeep fund. With good enforcement, such fines would serve to deter dangerous driving activity on the beach. This would allow the beach to remain a unique, viable attraction to tourists and locals alike.



## Go Around #15: General Education and Views

By Roger Osterholm, Ph.D.  
Professor of the Humanities

"Good Luck!"

But what's so lucky about a rabbit's foot or a horseshoe with its horns pointed up?

In the early Middle Ages, as the Church sought to Christianize all of Europe, the common serf and even the lords were devoted to pagan ideas of Earth Mothers and the Battle of the Seasons in mid-Winter.

To them, as to even earlier people, fertility was the great blessing. In the fields, in the flocks, in game, in the family. The rabbit and the chicken seemed to have the power of fertility, so a rabbit's foot and an Easter egg became such talismans.

The bull or goat was not only fertile but healthy. The bull was also powerful. Hence, the sign of the horns became another such talisman, and we find the form not only in the horseshoe, but also in the crescent moon, which still beckons many national flags.

Europeans, when they converted, did not dare to discard such symbols altogether, so the serpent was placed on the barn, in a secondary position, and a crescent moon was carved on an outhouse door. So, they came to be thought of as mere good luck charms.

Did you ever wonder why a rabbit brings eggs on Easter? Easter itself is an old Germanic word for the spring, the power of the East, basically celebrated on May Day, the primary fertility celebration of ancient Europeans.

The May Pole is certainly a phallic symbol, which maidens would skip around to improve their own fertility. Going a-Maying was not just picking mayflowers. No wonder the Puritans opposed the celebration by 1600.

The Book of Genesis admonishes people to go forth and populate the earth, but we have virtually done that now, so fertility is not the blessing it used to be, except in agriculture and the cattle range.

So our Good Luck charms—many of them—used to be fertility charms that Christianity turned into only a related meaning as Europe forgot its pagan past but kept the symbols. Other charms, like a silver dollar or a lady's scarf, are basically just modern superstitious omens.

Good Luck now is money, not fertility—that's civilization for you.

Incidentally, the common image of Satan, with his horns, goatee, and cloven hoofs, is the old pagan image of Dionysus or Bacchus, which Christians also turned into the form of the Devil, just as they caused people to forget the original meanings of the horns, the rabbit's foot, and an egg.

One old Egyptian symbol of "Life" is the hand with the thumb and little finger outstretched. Another sign of the horns, just like the sign of the two upraised outside fingers of one hand—which is now a terrible sign to an Italian and other people of European ancestry.

Good Luck!

## Military contractors neglecting warranty protection

By Jack Anderson  
and Joseph Spear

WASHINGTON — What would you think if the Justice Department announced that it was doing away with its subpoenas and grand juries and was going after underworld leaders by "begging" them to tell what they know, by promising to keep their testimony secret and by paying them for their information?

You'd think the Justice Department had gone bonkers, wouldn't you?

Well, believe it or not, the Justice Department supports the Pentagon's identical handling of defense contractors who are asked to help with military investigations.

into fatal accidents, design errors and mechanical malfunctions involving weapons the contractors sell to the armed services.

We know, because our associate Donald Goldberg and Indy Badwar filed a lawsuit under the Freedom of Information Act to get Air Force files on accidents, particularly the fatal crash of an F-16. That crash led the Air Force to ground all 269 of the \$16 million General Dynamics aircraft, citing problems with the flight-control system.

Our associates hadn't even asked for details on the Air Force-General Dynamics contract for a total of more than 1,300 F-16s. It never occurred to them that the company wouldn't help the Air

Force find out what went wrong with the planes that were coming off the General Dynamics assembly line. After all, even the cheapest new car on the market has some kind of warranty.

But here's the twist: the situation was explained in a sworn statement by Lt. Col. Alex J. Ranciglio, legal adviser to the Air Force Inspection and Safety Center.

"The contractor shall be reimbursed costs incurred in connection with mishap investigation and related tests or analysis. Nothing I have found in the contract, however, specifically requires General Dynamics Corp. to provide evaluations and analyses after an aircraft mishap.

"Further, there is no penalty provision in the contract governing the refusal of a contractor to provide such technical assistance."

Why protect any embarrassing information General Dynamics may have provided to the Air Force in the F-16 investigation? A Justice Department attorney explained in another sworn statement:

"It is important to the military branches that when investigating an accident, they have access to reports provided by the manufacturers without regard to possible adverse reflections" — an apparent reference to public outrage over a \$16 million plane that won't fly.

"Further," the statement added, "the candor of information supplied voluntarily in confidence may be substantially greater than that of information compelled to be produced with the knowledge that it will be made public."

Ranciglio made it clear that protection of defense contractors' embarrassing secrets is nothing new, nor is it confined to General Dynamics. It has been the long-standing practice of the Air Force," he said, adding: "The defense contractors, including General Dynamics, are briefed on the confidentiality of the information...approximately every 18 months."

NO CHOPPER FOR HOLLYWOOD: The latest James Bond epic, "A View to a Kill," features several scenes with helicopters. And, naturally, the movie's producers asked the Pentagon for help with the action shots.

But when the producers asked to borrow a helicopter from the Air Force Rescue and Recovery Unit at Keflavik, Iceland, the brass turned them down. According to an Air Force memo, "it will not serve the best interest of the Air Force to provide the support they have requested..."

In fact, the helicopter was to have been disguised as a Soviet

See CHOPPER, page 3

## Survey shows collective bargaining, faculty unions lead to higher salaries

College Press Service

WASHINGTON, D.C.—If the latest survey figures are correct, students' considering higher education teaching careers should become business management professors at schools that bargain collectively with faculty unions.

The best-paid college teachers in the country are full professors of business management who make up to \$71,400 a year, the College and University Personnel Association (CUPA) report.

The lowest paid full professor surveyed earns \$10,000 per year teaching visual and performing arts.

CUPA's annual study, which reports the salaries of more than 10,000 faculty members at over 700 colleges and universities, is the only national survey of salaries by discipline and rank,

explains Carin Luke, CUPA's publications managing editor.

Luke cautions the wide discrepancies between salaries within disciplines make combined survey figures and averages difficult to use effectively.

In visual and performing arts, for example, one professor earns only \$10,000 per year, but another full professor surveyed makes \$31,000 per year.

Salary differences among all ranks and disciplines vary from \$100 to as much as \$4,000, Luke notes.

The survey also found: Teachers at colleges which have collective bargaining agreements faculty unions generally make more than other faculty members.

Assistant professors earn substantially more if they teach in fields where academe must compete for talent with private in-

dustry.

Private schools pay faculty as much as \$32,500 more a year than state schools pay, but the lowest-paid private school teachers make as much as \$3,700 less than their lowest-paid state counterparts.

CUPA's survey is the second major study of 1984-85 faculty salaries. The American Association of University Professors reported in April that 1984-85 faculty salaries had risen 6.6 percent, "but there's no breakdown by discipline," CUPA's Luke explains.

"They do survey a tremendous amount of schools," she notes, "but there's often a tremendous difference between the salaries of a fine arts professor and an engineering professor. The AAUP survey throws them all in together."





## Vets Club

By Ronald R. Costa,  
President

During the short break between Summer A and Summer B, the Vets Club rented cabins at Blue Springs State Park near Orange City.

We rented three cabins, each sleeping eight. During our stay, our activities included swimming in the springs — which pumped 104 million gallons of constant 72 degree crystal clear water per day — canoeing, inner tubing, fishing, volleyball, nature hikes, and (although I didn't witness it myself) some skinny-dipping.

Saturday night we had a club dinner consisting of shishkebab, salad, and of course, the club drink. All in all, the club enjoyed themselves completely.

My thanks to Janice Horton, illustrious wife of Al Horton, for

ordinating with the Park Service for the cabins and to Debbie Lemone, Bob Ahearn, Jim Turnbull, Ken Medel, and others for their part in planning and preparing Saturday night's meal. A job well done. Also, special thanks to Lt. Robbins and his staff of Blue Springs State Park for their part in making our stay most memorable. There is talk that the Vets Club will do this again sometime in the near future.

July 4th Firecracker 400 races are upon us. We will work these races to acquire necessary funds for another outing for Summer B term. This is our last race for this year and I urge our members to come and help out.

This year will be the Vets Club 13th annual Riddle Regatta. Committee Chairpersons have been appointed and plans are

underway. The Regatta has been scheduled for October 19 this year.

We, the Club, are striving to make this year's Regatta the most successful of all. A Regatta charity hasn't been named yet, however, within a few weeks we should have one. We have had some good, worthy organizations present their need to us, but we need more. If anybody has a suggestion for this year's Regatta charity, please contact me through Student Activities Office and leave a note in the club box.

For those veterans who would like to be part of the most dynamic club on campus please inquire through the Student Activities Office or attend our weekly meetings. You are more than welcome to come and share our experience.

## Bowling League

By Bonnie Jean Weller  
President, Bowling League

Last month, the Summer League took a team vote whether or not to move to the Starlite Bowling Lanes in Ormond Beach for the Fall Tri. The outcome was an eight to four vote against the move.

This week I talked with Denise, the sales representative for Starlite, and she is extremely persistent in persuading us to move to their lanes. The following are some of the proposals that she offered. They are as follows:

1. We will receive 1st and 2nd place trophies free of charge. (That means more money for our banquet.)

2. The league will start no later than 9:00 p.m.

3. A discount will be given on all bowling fees. (This will also help towards the banquet and more trophies.)

4. Each team will have one

free bowler. (So the cost of 3 bowlers will be divided among the 4.)

5. Free turkey and drinks during the holidays.

6. There will also be different drink specials and 50 cent drafts.

When La Paloma found out about the change we were contemplating, they said they would match Starlite as best as possible.

I talked with Jeff Colmen, the son of the owner of La Paloma, and he promised us the following:

1. First and second place trophies.

2. Foul lines fixed.

3. The league would start at 9:00 p.m.

After the vote, I informed Jeff of our decision to stay at La Paloma. Then, approximately two weeks later, Jeff advised me that his father said we could not start any earlier than we have in the past. Which means we are

right back to 9:15 or 9:30 bowling. Then he told me he doesn't know how soon it will be before he gets the foul lines fixed (this complaint has been ignored for over a year now). So far he has backed down on two of his promises. I don't know about you, but I am tired of the lanes constantly breaking down, getting home at 12:00 or later, and foul lines not working properly.

As President for the Summer League, I think that it is high time we do something about it. I think that the Fall League should vote again to move to Starlite in the Spring. Since the Fall has the most bowlers, the vote will be fairer. So, if you are deciding to join our Bowling League in the Fall, please keep in mind the proposition that Starlite has made and address this to the new President of the Fall League.



ERAU VETERANS ASSOCIATION

## Riders

By Stuart Robinson  
Spokesman Pro Tem

Summer A term turned out to be a series of unique experiences for the Riddle Riders. From a ride to Fort Lauderdale for lunch, to a most revealing and enlightening trip to Orlando's Orange Blossom Trail, the Riddle Riders have been busy exploring the many sights Florida has to offer.

In these explorations, the riders have covered 1220 miles on six consecutive Sundays, giving Summer A a larger mileage total than Spring term.

There have been a total of four rides since the last AVION, the first being to St. Augustine.

## Motorcycle Club

Aside from the smoke encountered on the way to our destination, St. Augustine had promise of being a relaxed and quiet change from some of our more recent rides. As it turned out, this wasn't quite the case.

The riders went to a nice little pub where straw and lemon pools were obtained for warring purposes. After some refreshment and target practice, the riders were led around St. Augustine on a quest for squirt guns by a rather over-zealous young lady. It seems that she wanted a change from her orally-propelled projectiles, (via the straw) used against the riders earlier.

Special thanks are in order to the other passenger along on the St. Augustine trip. With much thought and great personal cost, the single-handedly reinvented the ice box. In addition, she pro-

vided us with the subject for some very aesthetically pleasing photos; Marie, we salute you!

The next ride took the riders to Orlando, where we had lunch at Flakie Jake's, a burger establishment. After lunch, with bulging stomachs, the riders took the right along U.S. 17 (U.S. 17-92 just south of I-4).

The riders decided to stop at a local (service!) establishment, for some refreshment, etc. In attendance were: "Mr. Clean", "Generic", "Big Red", "Skinner", "B.H.", and Art "But I don't need a swimsuit!" Rodriguez. After a 2 1/2 hour stay at the Doll House, the riders reluctantly returned to Daytona ending the last ride of Summer A term.

During the break between A & B term, the Riddle Riders want

See RIDERS, page 7

## CFC

By Eugene F. De Paolo  
CFC President

Greetings in the name of the Lord Jesus Christ who has blessed us with every spiritual blessing in the heavenly places (Eph. 1:33).

Thank you for taking the time to read about the Embury-Riddle Christian Fellowship. We are an active New Testament ministry whose goal is to establish the kingdom of God on this campus through the love and knowledge of Jesus Christ. We invite anyone, regardless of faith, to actively participate in our activities

which include: general worship, dormitory witnessing, attending crusades, concerts, and other fellowship activities.

Our general meetings are held every Saturday evening in the Common Purpose Room of the University Center at 6:00 p.m. This meeting consists of singing, Bible study, prayer, healing, and other needs that can be met by faith in God's word.

God is leading the committed Christians, here and all over the world, into the realm of the miraculous. Although physical miracles are expected and

witnessed every week, there is no greater miracle in a person's life than the salvation experience available only through Jesus Christ. Of course love is the key and foundation upon which the Embury-Riddle Christian Fellowship is built. Naturally, since God is Love, it is he alone that is adored, worshipped, and exalted far above our own human logic and concepts of "religion." We therefore uphold the word of God, the Bible, as the final authority in all matters concern-

See CFC, page 7

## First national sorority forming on ERAU campus

By Susan L. Barlow  
Special to the AVION

There will be an interest meeting for all girls who would like to join the first National Sorority in the history of ERAU. The meeting will be held in the CPR Tuesday, July 9, 1985 at 8:00 p.m.

If you have questions, please contact Student Activities. Show your support. GO GREEK.

## CHOPPER

(from page 2)

aircraft, and the Air Force presumably didn't want to be advertising its competitor.

Besides the lack of on-screen publicity, the Air Force might have been offended on purely professional grounds: In one unlikely scene, Bond shoots down the pursuing helicopter with a flare gun.

**BUTTONED-UP**  
**BUREAUCRATS:** In Washington bureaucratic circles, the less an agency has to hide, the

more it seems to be obsessed with "security."

Take the glorified air-wardens of the Federal Emergency Management Agency. Apparently desperate to make their little agency appear to be a vital cog in national defense, they stamp security classifications on just about every document but the cafeteria menu.

The latest figures from the Information Security Oversight Office, which keeps track of the way

federal agencies handle the classification of material in their possession, shows the true absurdity of FEMA's infatuation with its rubber stamps.

According to the oversight office's statistics, FEMA stamped a whopping 30 percent of its classified documents "top secret."

By contrast, the Defense

Department, which handles far more sensitive information than the civil defense agency, stamped only 1 percent of its classified material "top secret."

And the CIA, which has information so secret that even its classification is secret, puts the "top secret" stamp on only 5 percent of its restricted material.

## Flight Team

By Sharon Byrd  
Flight Team Secretary

Female aviators are competing in a transcontinental air race from Ma Shasta, in Redding, California to Spruce Creek, Florida for a first prize of \$5000. The 1985 Air Race Classic began June 29, and the pilots plan to reach Spruce Creek Airport by Tuesday, July 2.

Embry-Riddle is co-sponsoring the race along with Spruce Creek. The E-Rau Flight Team is helping considerably with the coordination of this event.

Members of the flight team, under the direction of Stanley

Rowe, our new faculty advisor, will be transporting the aviators between Spruce Creek Airport and Indigo Lakes. Joe Mahanor, a member of the Flight Team, will be aiding with the inspection of the competing aircraft at Spruce Creek.

All members will be attending a reception for the female pilots at the E-Rau Flight Deck on Tuesday evening, and the Flight Team will also represent Embury-Riddle at a banquet at Indigo Lakes on July 4th. The banquet open to the public, so we plan to gain exposure and publicity for the team as well as the University.

## NOW'S YOUR CHANCE



## To say HOW and WHAT You Feel about EMBRY-RIDDLE

- We need your ideas, feelings, suggestions or whatever concerning the University, its staff, philosophy, students, workers, curriculum, etc., etc.
- Your ideas will be animated by AVION editorial cartoonist Bill Myers in boring BLACK & WHITE and published in a book (or maybe just stapled together) sometime in the future.

Here's your chance, so don't blow the opportunity to give Riddle the run around.

- Send your ideas via on-campus mail, carrier pigeon, satellite feed, or just hand-deliver the dang things to the AVION office

- Soon, you'll see your ideas larger than life, immortalized on some dead trees that have been smashed into pulp, flattened, and cut into perfect size for carving.

You'll love it!

## the avion

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This week's staff:

Rob Dixon, Brian Finnegan, Pete Merlin, Brian Nicklas, Ali Saadeh

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The Avion Editorial Board members are: Patrick W. McCarthy, Gordon F. Crago, James Beale, Doug Lando, and Jeff Guzzetti.

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YOU MAY THINK THAT BEHIND THIS DOOR A HANDFUL OF DEDICATED PEOPLE ARE HAMMERING OUT ANOTHER EXAMPLE OF THEIR JOURNALISTIC EXCELLENCE... IF YOU DO THEN YOU'RE JUST THE KIND OF GULLIBLE SOB WE WANT ON OUR STAFF.

—THE AVION, IT'S NOT WHAT YOU THINK

AVION

Meetings:  
Thursday's at 1700  
in the Avion office

## Orbital Inclinations

# NASA's budget, summer blues

By Jim Banks  
Space Technology Editor

Another summer term at Embury-Riddle. The pattern for a Florida summer has become obvious enough: at least to this Minnesota native who won't run his air conditioner all day.

On a good day you wake up hot, go to school hot, catch a cold in an air conditioned classroom (provided someone has it running), get soaked by an afternoon rain, and then return home for an evening of studying to the sound of thunder and the flash of lightning...yuk, give me snow anyday.

Just what does this have to do with space? It's just a cheap way of saying that NASA's proposed space station is also facing a rough summer, and finding equally stormy weather on Capitol Hill.

What is happening is that NASA's next budget was frozen at current levels causing a 400 million dollar cut.

The Senate almost passed a bill calling for an additional 300 million dollar cut. The move did not occur, mostly because of intensive lobbying by a certain national pro-space group who has a local chapter here on campus.

NASA budget cutting is still a current issue though. The space agency has requested 230 million dollars to fund space station activities for the next fiscal year. Lobbying is still needed or this amount of money may be substantially reduced.

This country needs a space station now! Reduced funding would delay the launch. A station in orbit is the next logical step in our progress in space. A space station promises improved medicines and revolutionary products for you and your home from materials processing research.

Major industries could adapt this technology for building better plants on Earth, or new plants in space. The station would become a launching platform for manned and unmanned trips back to the moon and out among the planets.

More importantly, and more selfishly, the space station will mean more jobs for everyone in the aerospace industry. And that is really the bottom line for many of us. A space station will bring untold benefits of all kinds to those working in the industry.

If your directed that way and want to do your part to insure that future, you might write or call the congressman from your district and ask for support of NASA's budget. I would be happy to provide specific information on how you can get in touch with the right lawmakers. Just stop by the Avion office.



# Orbiter Discovery home

International crew created increased interest in 51-G



By Rob Dixon  
Avion Staff Reporter

Mission 51-G came to an end as *Discovery* returned to Edwards Air Force Base, June 24. The landing came seven days after a perfect launch from the Kennedy Space Center here in Florida. There were no hitches in the countdown that sent *Discovery* into space June 17.

Crew for the seventeenth flight of a space shuttle included Daniel Brandenstein, Commander; John Creighton, Pilot; Steven Nagel, John Fabian, and Shannon Lucid, Payload Specialists; Patrick Baudry and Sultan Salman Al-Saud, Payload Specialists.

More interest was generated by the news media during the mission than recently because of the international crew aboard.

Patrick Baudry, a French astronaut, conducted life science experiments. Called the French Echocardiograph Experiment and the Postural Experiment, Baudry studied the physiology of

the body in weightlessness.

Using ultrasound equipment, Baudry measured his and Shannon Lucid's circulatory systems. They both continued to update their tests as the mission continued.

The Postural Experiment consisted of studying posture, muscles and balance mechanisms such as the ears and eyes. Each crew member took part in this ex-

The release and recapture, on day four, of the SPARTAN X-ray camera was also an unqualified success. SPARTAN flew in formation with *Discovery* for two days. It took pictures of the center of the Milky Way Galaxy as well as other phenomena in the universe.

It is believed that a giant black hole is at the center of the Galaxy. Within a few months the

of that test and the recovery of SPARTAN all the major mission objectives were met.

"NASA claimed that '51-G was one of the most successful missions of the Shuttle program,'" Jesse Moore, Associate Administrator for space flight, added "We're delighted that all our objectives on this flight were achieved."

Pilot John Creighton said, "I



The space shuttle *Discovery* glides to a smooth landing, ending a seven-day mission. The orbiter landed on runway 23 at NASA

Ames-Dryden Flight Research Center in the Mojave Desert. *Discovery's* touchdown was on June 24 at 6:12 am EDT.

periment with Sultan Salman Al-Saud assisting Baudry.

Al-Saud, a Saudi Arabian Prince, took photographs of his homeland for geologic study. His primary function was to observe the release of ARABSAT, a communications satellite owned by the Arab Satellite Communications organization. Al-Saud also assisted in operating some of the Get Away Specials as well as the French life science experiments.

One Get Away Special performed by Al-Saud was the mixing of Middle Eastern oils. Various concentrations of oil from Kuwait, Algeria and Saudi Arabia were mixed together and photographed to record the separation characteristics of the oils.

On the second day of the mission ARABSAT was deployed and successfully launched into orbit. The twenty-two member Arab League sponsored the launch of the telecommunications satellite. NASA requested and received permission from the State Department to launch the satellite, a necessary requirement for all launches of foreign cargo.

In addition to ARABSAT, a Mexican communication satellite was launched on *Discovery's* sixth orbit. Morelos has an expected nine year life span, and will provide complete communication coverage to even the most remote sections of Mexico.

AT&T also bought space on *Discovery* for the launch of its newest satellite. On day three of the mission, the Telstar satellite was fired towards a 22,300 mile high geosynchronous orbit.

pictures taken by SPARTAN will be analyzed. It is hoped that these pictures will help scientists learn about the creation of the Galaxy.

SPARTAN was 125 miles above *Discovery* and tricky maneuvering was required to recapture it. The Remote Manipulator Arm was fully extended in order to snag the satellite.

The only hitch in the mission concerned a test of President Reagan's Strategic Defence Initiative. This test involved shooting a laser beam from

think we've taken a step towards proving the reliability of the Space Transportation System." He added "It was a tremendous experience."

The two foreign nationals gave guided tours to their respective countrymen during the flight. They both pointed out that their favorite spots aboard *Discovery* were the rear windows looking at the Earth.

French Payload Specialist Baudry smuggled a bottle of wine aboard. However, the bottle was in an inaccessible part of the



*Discovery* is towed toward its Mate-Demate Device in preparation for a piggy-back ride to the Kennedy Space Center. *Discovery* returned to KSC last Friday pm.

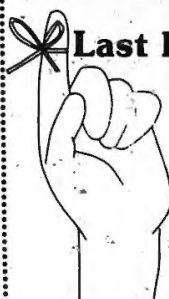
Maui, Hawaii to a mirror on *Discovery's* window. The first attempt failed when the Shuttle was not in the correct position. The beam was seen by the crew hitting the hull.

NASA had a second chance and was finally successful. After maneuvering the shuttle into a correct attitude, the laser struck the mirror. With the completion

ship. Prince Al-Saud thanked everyone who helped make the flight a "perfect mission."

Editors Note: Some material for this article, including post-flight quotes, was obtained by Pete Martin, our West Coast Correspondent. Pete covered the landing at Edwards for the Avion. I

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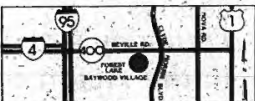
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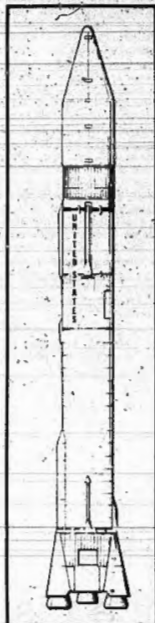


# INTELSAT lifts off from Cape Canaveral

## Atlas-Centaur 64 lofts a satellite to orbit amidst Florida showers, thunderstorms

By Jim Banka

An Atlas-Centaur, carrying an INTELSAT VA communications satellite, lifted off last Saturday night at 8:44 pm slipping by typical Florida summer rainclouds and thunderstorms which caused a 104 minute delay in the launch.



Three launch windows were available June 29, beginning at 6:58 pm. Showers and thunderstorms drifted over the Cape Canaveral area as the first window opened up. The showers lasted as long as the window, causing the first delay.

This pattern repeated itself for the second window which occurred from 7:56 to 8:15 pm. Following the second window, a team of INTELSAT personnel determined that it would be booked to extend the third and last launch opportunity an additional 12 minutes.

Fortunately, this added time was not needed. A break in the clouds drifted over the launch area as the third window opened up, and the final five-minute countdown was initiated.

Depending on your location, the Atlas-booster was visible in the Cape area throughout most of its early stages. A spectacular view of exhaust contrails was offered through the very hole in the clouds which allowed the launch to take place.

According to NASA's Andrea Shea, who did the launch countdown commentary for the news media and visiting V.I.P.'s, rain showers delayed launch of the Atlas-Centaur because "the range safety, radar, and tracking cameras must be able to visually see if the booster is on or off course, in the event of an abort."

Shea explained that launch personnel must have a 2400-foot ceiling and be able to have direct line of sight with the Atlas-Centaur from launch until 25 to 30 seconds into the flight before a "GO" can be given for lift off.

INTELSAT was fired into its geosynchronous orbit Monday morning shortly after 10:00 am. At press time, all indications looked good for attaining a successful and stable orbit. INTELSAT's four solar array panels, as well as its antennas, will be deployed on July 4. This was the ninth in a series of ten INTELSAT V-type interna-

tional communications satellites scheduled for launch.

INTELSAT is owned and operated by the 108-member nation International Telecommunications Satellite Organization. The INTELSAT system provides worldwide satellite services for 171 user countries through a network of ground stations and geosynchronous satellites positioned in Earth orbit.

Launch of this payload was originally scheduled for June 19, but was postponed because of facility conflicts created by the Space Shuttle *Discovery* mission.

The ARABSAT, launched during the Shuttle mission, required the same satellite control facilities in Washington, D.C. necessary for control of the INTELSAT mission. Some time for reconfiguring the facility for the INTELSAT launch created the ten day delay.

The tenth INTELSAT will lift off aboard another Atlas-Centaur next September. A Delta expendable launch vehicle may lift off from Cape Canaveral in November.

**NASA News Shuttle flight 51-F scheduled for Friday, July 12 at 4:30 pm. Launch window is open for 15 minutes**

★★★★★



Avion photo by Pat McGinty

A NASA expendable launch vehicle, the Atlas-Centaur, lifts off through a hole in the clouds from Pad 36-B of Cape Canaveral Air Force Station. An INTELSAT communications satellite was the payload. Launch took place, following a 104 minute hold, at 8:44 pm Saturday evening. The Avion Editor-in-Chief took

this picture from just outside the danger area. He stood at Pad 14, the historic launch site of John Glenn, which is just north of Pad 36-B. Heavy rain showers were present as news media waited for the launch. At Pad 14 there was limited protection from the rain making this launch a very wet, soggy assignment.

## NASA says 'Goke is it' for July 12 Shuttle mission

National Aeronautics and Space Administration

Washington, D.C.— NASA has announced that it will test technology developed by the Coca-Cola Co. to dispense its carbonated beverage in space on Space Shuttle mission 51-F, scheduled for July 12, at 4:30 pm.

Until now it has not been possible for astronauts to consume

carbonated soft drinks in the microgravity environment of space because there was no adequate way to dispense carbonated beverages. The new technology will provide an alternative source of liquid consumption for astronauts.

The test is part of an agreement between NASA and Coca-Cola under which the company will grant NASA a license to use the company's patented technology — a specially designed can — for

unrestricted use in dispensing carbonated beverages in space. NASA also will receive the technical information necessary to fabricate its own cans for use in space.

Coca-Cola developed the can at its own initiative and expense. NASA emphasizes that other companies in the carbonated beverage industry are welcome to propose different technology for the same purpose.

## NASA changes astronaut selection process, policy

National Aeronautics and Space Administration

Washington, D.C.— The National Aeronautics and Space Administration this summer will change the way in which it solicits applications for astronaut positions.

Applications from civilians will be accepted on a continuing basis beginning August 1, 1985. The military services will provide nominees to NASA on an annual basis. Selection usually will be made in the spring each year, with successful candidates reporting in the summer.

The number of candidates selected each year will be determined by mission requirements and the attrition rate of the

astronaut corps.

Both pilot and mission specialist astronauts will be selected. Pilot astronauts, responsible for control of the Space Shuttle during launch and entry and on-orbit maneuvers. Mission specialist responsibilities include management and operation of Space Shuttle systems and support to payloads and experiments during flight.

Minimum qualifications for pilot astronauts are: A bachelor's degree from an accredited institution in engineering, physical science, biological science or mathematics.

-1,000 hours pilot-in-command time in jet aircraft.

-Ability to pass a NASA Class I flight physical.

-Height between 64 and 76 inches.

Minimum qualifications for a mission specialist astronaut are:

-A bachelor's degree from an accredited institution in engineering, physical science, biological science or mathematics.

-Degree must be supplemented by three years of related professional experience. Advanced degrees are desirable and may be substituted for experience.

-Ability to pass a NASA Class II flight physical.

-Height between 60 and 76 inches.

NASA has an affirmative action goal of including qualified minorities and women among newly-selected astronauts.

For further information, write: NASA Johnson Space Center ARX/Astronaut Selection Office Houston, TX 77058

## Next issue in Space Technology

- ★ Complete update on space shuttle Challenger's mission 51-F featuring Spacelab
- ★ Coverage of the ArianeSpace launch of GIOTTO, the European Space Agency's probe to Halley's comet
- ★ Plus the latest news from NASA

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## Elliott

(from page 1)

### 200-plus mph despite carb restrictions

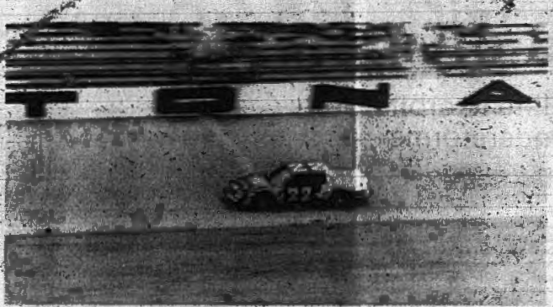
Bill has finished in the top ten for the last three years at the 400. He has finished 12 out of the last 14 races he has entered; finishing the last 11 straight. The two races he didn't finish were due to accidents. Elliott's only engine failure in a Daytona race was the 1981 Firecracker 400.

If the speeds aren't up to what you expected, it may be due to the new carburetor rules imposed by NASCAR. Previous to the Firecracker 400, the maximum throat size for the carburetor plate was 1 7/8 inches. Starting with the 400, the maximum has been reduced to 1 11/16. The reason given for this was to reduce the maximum speeds on the super-speedways to a safer level. Even with the restriction, qualifying speeds of over 200 miles per hour are expected. The record was set by Cale Yarborough in 1984 at 199.743 miles per hour.

"I think the rule changes are a step in the right direction, but it wasn't enough," Bodine said.

"We tested the new carburetors and ran 198 mph. If we can run 198, then I know the Fords can still run over 200. It may take a speed of 202 or 203 to win the pole." It's obvious the Fords are the cars aimed at with the rule change. "It was an across-the-board deal," Elliott stated, "it's hard to say whether or not it was directed at me. Everybody has their opinions, let them to it."

"I'm not a fortune teller or anything," Bodine said. "But look for Fords—Ricky Rudd, Kyle Petty, Cale Yarborough and, of course Elliott—to be up front after qualifying. Elliott is still the man to beat, but he's going to be tougher on him."



Avion photo by Doug Lando



Avion photo by Doug Lando



Avion photo by Scott Rasmussen

## 'King Richard' ready to break out of racing slump

By Brian F. Finnegan  
Speedway Correspondent

As a kid Richard Petty sold programs at tracks like Charlotte, Hillsborough and Spartanburg while his father was out racing. "We're too small to be in the pits during the race, so we just went out and sold programs." That was when The King was eleven and twelve years old, back in 1951 and 52.

"By the time I was thirteen I was a pretty big boy and I could sneak into the pits and they would let me stay," remembered Petty. "After four or five years, they (the family racing team) decided to put me in the car." Richard Petty began his historic racing career in 1958 and took his first checkered flag in a 1959 convertible. He began his Grand National 200-win streak in February of 1960 with a victory at the Charlotte Fairgrounds. "Of course, the biggest race was last year's 400 right here because of the circumstances. This past year hasn't been too good, but we're getting ready to take care of that right now," nodded Petty confidently. "Daytona is one of our better race tracks. We've always done pretty well here and that's the place you break out of a slump."

Richard Petty arrived in Bobby Allison drives the Miller American Buick past the finish line during practice Monday. (left) A.J. Foyt (no. 14) wheels out for practice. (center) February's Daytona 500 saw Bill Elliott (no. 9) dicing with Cale Yarborough. (bottom)

### RACE INFORMATION

EVENT: The Pepsi Firecracker 400 for Winston Cup Grand National stock cars  
CIRCUIT: 2.5 mile trioval  
DISTANCE: 400 miles (160 laps)  
STARTERS: 40  
PURSE: TBA (1984: \$387,300)

Wednesday, July 3: 10:00 a.m.—Start of 19th Annual Paul Revere 250 AMA U.S. Endurance Cup Series motorcycle race

Thursday, July 4: 10 a.m.—Start of Pepsi Firecracker 400 NASCAR/PIA Winston Cup Grand National stock car race.



### Daily Drink Specials Starting at 4 pm

Monday - California Coolers	\$1.25
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Thursday - Ladies Nite (well drinks)	\$2.25
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## 'Revere' is 250-mile endurance test

By Doug Lando

For the first time, the Firecracker 400 will have a motorcycle event for a supporting race. Tonight at 10:00 p.m., the Paul Revere 250 will take place for the first time.

The Paul Revere 250 will pit over 85 entries against each other for 250 miles of racing at night. This is just one in a series of 14 races on the U.S. Endurance Championship sanctioned by the

American Motorcyclist Association. The races range in length from 250 miles to six hours and are held in venues all across the country. A team can participate in all 14 races but only the best six finishes count toward championship points.

The motorcycles are classified into the GTO and GTU categories. This uses a loosely-based formula to determine performance, types and styles of bikes. The motorcycles must

begin as a street legal machine using a stock frame and engine shaft. Because of these respects, they resemble AMA superbikes but the AMA bikes have a 750cc displacement limit. There is no upper displacement limit for the USEC motorcycles or front lighting restrictions. For the Paul Revere, the motorcycles must have a rear light.

USEC awards points for miles traveled in a given event, one point per mile. The six-hour races

are the standard; therefore, in a four-hour race the mileage covered is multiplied by 1.5 to obtain the number of points earned. The Paul Revere is unusual in that it is a mileage race rather than a timed event. To determine each team's point total, total miles covered are converted to average miles per hour, then multiplied by six. In addition, bonus points are awarded to the top 10 finishers in each class as follows:  
50-40-30-25-20-16-12-8-4.

## Helicopter yarns dominate 'Lift'

By Brian Nicklas  
Avion Staff Historian

LIFT is Where You Find It by Joseph Stein. The Zip-Zag Papers, Zip-Zag, Oregon. 224 pages, 44 photos. \$7.95.

LIFT is an unusual book, in that it is devoted solely to what one may term "the helicopter experience." This book is also up to date, as it captures the stories behind the more recent events that have involved the helicopter.

The book covers various aspects of the work helicopters do, in a chapter by chapter form. Some of these chapters cover the Presidential helicopter fleet, Medevac users and bug spraying during California's Medfly invasion.

These chapters consist mainly of interviews with the various participants, and since helicopters are spoken of in such glowing terms, you may sometimes get the feeling that you are reading a manufacturer's handout.

Stein has spent 17 years as a public relations man, and it shows in his style. According to what is in the book, he would have you believe that helicopters can do no wrong. This bias is somewhat surprising, as Stein's public relations career was spent



Avion photo by Brian Nicklas

Medical helicopters (such as this MBB 40-105 CBS) are one of many topics covered in

the recent book devoted to rotary winged flight entitled "LIFT is Where You Find It."

at NASA's Washington headquarters. And only pure helicopters seem to meet his approval. The XV-15 tiltrotor and its progeny are almost dismissed as expensive items that only the military can afford.

Stein also rails about the bias found against helicopters, even to the point of carping about the display in the National Air and Space Museum (Sperry Mc. Stein, they don't have a FW 61 or the VS 300 for the Milestones of

Flight gallery).

But Stein doesn't mention the weak points or failures of helicopters, as he briefly mentions that New York Helicopter Airways stopped service after two accidents. These accidents were just as newsworthy as the heroic actions the book covers, but since they might be considered bad 'PR', they are glossed over. This is unfortunate, as bad events shape the future as much as good ones do, so why skim over them?

The book is not to be dismissed on this point however, as there is not enough information available to point out the many uses of the helicopter in today's world. Not many publications are available on recent helicopter advances or events, and this book does fill that void. Just be aware that this, like anything else, is somewhat one-sided.

Review copy courtesy The Zip-Zag Papers.

## cycles for sale

'79 HONDA CB750S-3. Needs cosmetics, needs engine work, needs electrical work, some extras. Asking \$600 or best offer. Contact Mark at 255-0017 or box 6084.

NEW 1982 HONDA CX500 CUSTOM—Shaft drive, fully equipped. Only 10,000 miles! Includes new 7.5/8 fuel, helms and cycle cover. \$1550. Call 258-7481.

'80 KAWASAKI GPZ-305—Excellent condition. Must sell, \$1100 or best offer. Call 672-9322 or 677-8644.

'80 KAWASAKI 250 LTD—New chain, tuned up just 3 weeks ago; good condition; asking \$550 or best offer. Call 257-5492, ask for Beth.

'81 HONDA XL600R—Mini condition, only 1000 miles. \$1250. Call 258-0343.

YAMAHA 440 SPECIAL—Excellent running condition, but the bike needs a battery and some electrical work (a new harness). Recent work done on engine and points. Asking \$300/rego. In. Contact Elson at 761-3079 or box 5907.

'82 YAMAHA 650 SECCA—Excellent condition. A steal at \$750. Call Frank at 765-3189.

'83 HONDA SHADOW 500—Runs like new. Shaft-drive, water-cooled, V-twin. Color is black and it looks sleek. I MUST SELL to pay for tuition. I am asking only \$1000. Call Jeff at 258-3849 after 4 p.m.

## autos for sale

1974 AMC HORNET—Automatic, 2 door, 6 cylinder, AM-FM Cassette, runs very good and has good tires. \$950 or best offer. Call 255-2054 after 6 p.m. or leave a note in box 6937. Ask for Javed.

'76 CAMARO—Rebuilt engine and transmission. Red paint, good tires. \$990 only! Call David 252-5554.

1973 GMC VAN—Good condition; new tires and exhaust system. \$800 or best offer. 257-3673, after 5:30 p.m., and weekends.

'74 DATSUN 8210-4 speed, runs and looks good. 30 mpg. Call Frank at 765-3189.

'76 FORD MUSTANG II—Recently painted Red. 4 cylinder rebuilt engine has about 6000 miles. Good working condition. Completely gas-free. Good gas mileage, new stereo and speakers, new tires, power steering, air conditioning/heating. \$2500. Call Deryck at 255-9677 or 252-5412.

## rooms for rent

FOR RENT—Top or three bedroom house. \$450/dec with first month and last month negotiable. Water included. 10 minutes from school. Available July 1. Call Karen at 756-4553 for details.

APARTMENT FOR RENT—1 bedroom at 1549 Bellevue Ave. Unfurnished and central air. \$225 for 2 people plus utilities. First month and security up front. Last month rent payable over 3 months. 1 1/4 miles from campus. Available right now. Leased. Contact Mr. Stevens at 761-5415 or Deryck or Alfred at 252-5412.

HOUSE FOR RENT—2 bedrooms at 1549 Bellevue Ave. Unfurnished and central air. \$425 plus utilities. First month and security up front. Last month rent payable over 4 months. 1 1/4 miles from campus. Available at the end of Summer A to July 1, 1985. Leased. Contact Deryck or Alfred at 252-5412 or Mr. Stevens at 761-5415.

HOUSE FOR RENT—Riverview, off Beach Strad, 2 bedroom, 2 bath, screen porch, garage and family room. \$425/mo. Call 673-9699 evenings.

HOUSE FOR RENT—2 roommates needed for a large home across from the beach. Washer/dryer and dishwasher. \$200/mo plus 1/3 utilities. Call Chris at 254-3601 (4-9pm) or box 6556.

ROOMMATE NEEDED—to share three bedroom house in South Daytona. \$150/mo plus 1/3 utilities. Pen OK. Call 761-9539 or leave a note in box 6760.

ROOMMATE NEEDED—3 bedroom, 2 bath house, Indigo Lakes. Furnished, phone, cable and HBO. \$200/mo plus 1/3 utilities (negotiable). Contact Roland 253-1912 or box 5310.

ROOMMATE WANTED—to share a 2 bedroom/bath apt. in South Daytona. Call 788-1284 after 6 p.m.

## miscellaneous for sale

AVSTAR NAV COMPUTER—Sections and plaster used one trimester. \$55.00. Contact Stephen at 258-6834 between 3 p.m. and 4:30 p.m. or box 5031.

FOR SALE OR TRADE—for two twin beds. Queen size waterbed with heater, pad and liner. Headboard not included. \$100. Call daytime ext. 1348 or evenings 761-6736.

FOR SALE—Desk Lamp \$15. Guitar Amp—20 watts \$30. 10" black and white T.V. with rabbit ears—has great reception in the Dorms \$35. For those interested, call 788-8425, ask for Joe.

FOR SALE—Boysie Carrier, roof mounted. Only used once. Paid \$85, will sell for \$60. Call 258-1886 or leave a note in box 6925.

REDUCED—for quick sale. King size waterbed (all inclusive) \$150 or best offer. Call Brian at 756-2851 or write to box 7544.

FOR SALE—Black and white T.V. Battery used, still in box. Not too small, not too big. \$80 or best offer. Call 258-1886 or leave note in box 6925.

BICYCLE FOR SALE—Excellent condition. Men's 10 speed, must sacrifice—seeing is believing. First \$70 takes it!! Write box 2517, leave name and number.

DISHWASHER FOR SALE—Hotpoint automatic, regular capacity. Perfect for apartment or small kitchen. Sell in great condition, asking \$100/firm. Contact Pat, Box 7199.

TWO YOUNG COCKATILS—with cage and nesting box. \$75. Also, enclosed trailer—160 cu. ft., good shape. \$325. Excellent for moving. Call Jim at 252-4942.

FOR SALE—1972 Parkwood Mobile Home. 12'x65' with add-on room, 3 bedrooms, 2 full baths. \$1500 down and take over mortgage payments. 395 Palm Castle Dr., Port Orange. Phone (312) 991-7877—Tom Hughes.

1994 JATMIS—All-terrain bicycle. 15 speed, knobby tires, like new. Paid \$330 will take \$230 or best offer. Call Lorrie evenings 257-4649.

FOR SALE—Double bed with frame and headboard, good condition—\$50. Also, other miscellaneous furniture—dresser, tables, etc. Contact Kim, ext. 1377 (Library).

IF TYPING IS DEMANDED AND A TAX IS WHAT YOU PLANNED... CALL CJ at 756-3479 For more info right!!!

## Well T.P.—

You lucky devil you. You finally found a way out of this "31.35 an hour city". I'm really glad we got a chance to get close before you left. It's only a matter of time now. Don't forget me when you get to the "BIG APPLE". I may just give you a surprise—shit. Remember, you always have a lot of acquaintances, but very few friends. Please don't forget that I'M A FRIEND!! Love always, —B.J.

## Dear Family,

With us all gone, time will really fly now. I miss 45 days till I'll be home. Rain won't stop this one. Looking forward to Vostok. LOS for now. F.R. Chief Space Cadet III My days have been long. My nights very lonely. It's just on your love I rely. Hope your days are long. And your nights lonely. But just until I get home. Keep those cards and letters coming!! MISS YOU!! LOVE

## CFC (from page 3)

ing the fellowship, the teaching, and as our handbook for worship. Thank you once again for your sincere interest in this organization of committed Christians who love God and desire your relationship closer each day with the Savior Jesus Christ. We'll be looking for you Saturday night at 6:00 p.m. in the CPR. God bless you and your studies this trimester.

## RIDERS (from page 3)

on 2 rides. The first took us to Sebastian Beach. The riders met the "Retreads", an over-forty riding club, for breakfast. After breakfast, the group of 18 motorcycles departed on a 115 mile ride that took us down many scenic backroads. While there, the riders were able to admire some

of Nature's most beautiful sights. The return trip was via US-1 and I-95 where "Big Red" tried his hand at "kissing the gauges", one of Bud's favorite pastimes. Our thanks to the "Retreads" for inviting us on a most enjoyable ride, and we look forward to more rides in the future.

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Satire

# Bicycling pits two wheels versus four

By Patrick McCarthy

"You risk a glance in the rear-view mirror. Suddenly, you spot an enemy. Only a couple hundred meters behind you, and closing fast. He obviously has the speed to overtake you. But you have the maneuverability. You glance back again. He's still closing rapidly.

The distance evaporates in seconds, 200 meters, 200... 100. He's almost on top of you. He's got to open up soon. A slight twist of the yoke to starboard, try to open up some distance, make his shot more difficult... But wait. Could he have missed seeing you altogether?

Turn on your nose to the right, got to get clear of his path. Incredulously, you watch as he flashes past your left shoulder. He didn't see you! Now, turn quickly, get on his tail before he realizes you're there... Time for a zero-deflection shot before he passes out of range. Suck in a quick breath, line up the bars on his tail lights, squeeze the trigger... But alas, he's out of range...

An aerial dogfight? A wartime confrontation? In a sense, perhaps it is.

It is war on the road. The cyclist and his trusty two-wheeled steed versus the dastardly driver and his 5000 pound hunk of rusting, gas-guzzling, hydrocarbon-seeping metal. The battle for control of a few feet of asphalt.

Some drivers seem to realize they are engaged in a desperate struggle with those hearty souls known as bicyclists.

They often work in pairs. For example, you're riding your bike down a deserted two-lane road. The only two cars in sight are going in opposite directions. And no matter what you do, they are always spaced each other just as they come abreast of you. Or, a car is waiting at a stop sign on an intersecting street, and if there are no cars following your bike, the auto will pull out directly into

your path, forcing you into oncoming traffic. Calculated team tactics. They see a bicycle and immediately try to make riding it impossible.

Then there are those offensive-minded drivers that insist on attacking you for the audacity of using "their" road. These types will deliberately aim for your rear wheel, intending to "teach you who's boss." To them, bicycling is an affront to the American Way of Life, i.e., jump in the car; go to the corner store for a pack of smokes; who cares about O.P.E.C. (Patriotism exemplified) Never mind the fact your riding a bicycle is saving fuel for them to squander. (Whatever happened to the "energy crisis" and its "moral equivalent war?")

Offensive drivers will fly past you with inches to spare, then look in their rear-view mirrors (probably the only time they use them) to see if you're still alive.

At least some motorists see bicyclists, even if they do try and make riding miserable. Others either deliberately ignore bicycles or suffer from single-lane tunnel vision.

Battling cars is only one part of the cyclist's war. There are other more insidious, more downright terrifying enemies—anti-bicycle dogs (ABD's).

Who knows what primal instinct drives normally placid, friendly dogs to turn into menacing, man-at-the-mouth fiends. Some ultrasonic squeal a bicycle emits? The "invasion" of a dog's territory? (Why not chase cars and people, too? Is it selective enforcement, a "pick on bikes only" mentality?)

Somehow, ABD's almost always manage a surprise attack. They must lie in wait behind their garbage cans and bushes, pouncing on unsuspecting cyclists' exposed calves like they're a piece of sirloin.

After a few dozen of these sneak attacks, the average cyclist becomes paranoid. Soon he sees ABD's behind every tree, every

garbage can, every fire hydrant! He could be jumped at the sound of [Did you ever notice the sound of dry, blowing leaves is the same as

ting, severe dents in the case-hardened steel of Rolls-Royce fenders, while also remaining flexible enough for efficient

with truck fenders. Sunglasses: Ultra-dark "RayBans" are best, don't want to let your enemy read your eye

pay road taxes, too. Besides, it makes you a better target for those offensive drivers.

Be sure to stop for every stop sign and red traffic light, remember, you are supposed to be obeying traffic regulations. (Yeah, sure... as soon as you get legal-like, you get whacked by some obnoxious trucker.)

Be on the alert for those nasty ABD's—they're everywhere.

Plan your route to include the most heavily-travelled roads in the city. This way, you can have a shot at more offending vehicles than if you were to ride some deserted back street.

If you can spare the time, take a look at the side of the road and the gutter, you'll be surprised at the amazing things you can find there. I don't mean hundred-dollar bills, but there are always lots of neat things lying in the gutter, and who knows, maybe something of use. (I'm still wearing the last pair of bowling shoes I found there.) You'll lose track of the number of pop-tops and cigarette butts and broken bottles you see.

Speaking of broken bottles, no matter what you do, you'll get flat tires. Lots of flat tires. This is Florida. Land of the sand spur, that insidious, prickly little sucker that can find the weakest spot on your knobby tire and penetrate right through to the tube. Nothing can stop it, short of solid steel wheels, (which are rather rough-riding.) Learn to live with flats.

Yeah, bicycling is loads of fun, once you get over the sheer terror of a ten-ton semi-truck bearing down on you from behind. Bicycling saves gas, helps get you in shape, is a quiet form of transportation, (when you're not screaming epithets at cars) and helps keep the air clean.

Get a bike, get yourself some armor plate, dog-repellent, spare tubes and tires and you'll be ready to "hit the road" (hopefully, figuratively speaking.) War is hell, and bicycling is a hell of a way to get there.

pedaling motion, and being able to ward off ardent attacks by ABD's.

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Shirt: Light-weight chain mail is the best material, with lots of vent holes for those hot summer rides.

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If you can spare the time, take a look at the side of the road and the gutter, you'll be surprised at the amazing things you can find there. I don't mean hundred-dollar bills, but there are always lots of neat things lying in the gutter, and who knows, maybe something of use. (I'm still wearing the last pair of bowling shoes I found there.) You'll lose track of the number of pop-tops and cigarette butts and broken bottles you see.

Speaking of broken bottles, no matter what you do, you'll get flat tires. Lots of flat tires. This is Florida. Land of the sand spur, that insidious, prickly little sucker that can find the weakest spot on your knobby tire and penetrate right through to the tube. Nothing can stop it, short of solid steel wheels, (which are rather rough-riding.) Learn to live with flats.

Yeah, bicycling is loads of fun, once you get over the sheer terror of a ten-ton semi-truck bearing down on you from behind. Bicycling saves gas, helps get you in shape, is a quiet form of transportation, (when you're not screaming epithets at cars) and helps keep the air clean.

Get a bike, get yourself some armor plate, dog-repellent, spare tubes and tires and you'll be ready to "hit the road" (hopefully, figuratively speaking.) War is hell, and bicycling is a hell of a way to get there.

pedaling motion, and being able to ward off ardent attacks by ABD's.

Shorts: Must have lots of pockets to hold all your anti-dog and anti-auto weapons, your keys, spare chain-links, plenty of snack foods, and some tools. Must have a chamomile-lined crotch (prevents nasty chafing) and must be black. No other color is acceptable. (Only Eastern European cyclists with high-pitched voices wear pastel-colored riding shorts.)

Shirt: Light-weight chain mail is the best material, with lots of vent holes for those hot summer rides.

Gloves: Triple-stitched soft-grain cowhide with thick neoprene/polyfoam padding. Add some metal spikes and grommets above the knuckles for close-in hand-to-hand combat

Before looking at "combat cycling" and strategy and tactics for the roadway, let's look at how the knowledgeable cyclist equips himself for battle.

From the Ground Up: Shoes: Nothing short of steel-toed, reinforced sole cowhide boots are acceptable here. Your shoes should be capable of inflic-

ing severe dents in the case-hardened steel of Rolls-Royce fenders, while also remaining flexible enough for efficient

with truck fenders. Sunglasses: Ultra-dark "RayBans" are best, don't want to let your enemy read your eye

pay road taxes, too. Besides, it makes you a better target for those offensive drivers.

Be sure to stop for every stop sign and red traffic light, remember, you are supposed to be obeying traffic regulations. (Yeah, sure... as soon as you get legal-like, you get whacked by some obnoxious trucker.)

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